



In re application of:

CONCIALDI, J.

Serial No.: 09/691,159

Examiner: LEE, K.

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Group Art Unit: 3753

Title: INTAKE TRACT NEGATIVE PRESSURE RELIF VALVE  
FOR I.C. ENGINE

**APPENDIX**

Please amend claims 4 and 6-8 as follows.

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4. A relief valve as in claim 3, further comprising:  
a supplementary support means for bolstering the resiliency of said  
resilient diaphragm [element], said supplementary support means  
being located within said tubular member [element] and adjacent  
said resilient diaphragm [element].

6. A relief valve as in claim 2, further comprising:  
a filter means located externally, with respect to said tubular  
member [element] and said at least one aperture, for filtering air  
passing through said aperture.

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7. A relief valve as in claim 6, wherein:  
said filter means has an annular shape and surrounds said tubular  
[element] member.

8. A relief valve as in claim 2, wherein:  
said tubular member has a first end and a second end and each of  
said first and second [said] ends includes extended collar elements  
for attaching said relief valve to said exterior surface of said  
tract.

Please add new claims 16-20 as follows.

16. A pressure relief valve in combination with an intake tract of an internal combustion engine, said combination comprising:

an air induction tube having a first end in communication with an external environment and extending to a second end in communication with a throttle body of said internal combustion engine; and

a pressure relief valve connected to said air induction tube disposed between said first and second ends of said air induction tube, wherein when a pressure differential between said external environment and within said air induction tube reaches a predetermined threshold, said pressure relief valve opens establishing a path to said external environment thereby providing a supplemental source of air to said throttle body.

17. The combination according to claim 16, wherein said pressure relief valve is positioned higher than said first end of said air induction tube relative to said throttle body and said internal combustion engine.

18. The combination according to claim 16, wherein said pressure relief valve comprises:

a first tubular member having longitudinally extending walls

defining a passageway therein, said longitudinally extending walls including at least one aperture therein and being covered by a resilient diaphragm, said diaphragm being responsive to negative pressure within said tubular member to relieve negative pressure within said tubular member at said predetermined threshold, said first tubular member being adapted for anchoring along an exterior surface of said air induction tract in sealing engagement thereto.

19. The combination according to claim 18, wherein:  
said walls of said tubular member include multiple apertures surrounding said diaphragm, said diaphragm having an annular shape which is complementary to and underlies said multiple apertures.

20. The combination according to claim 19, further comprising:  
a supplementary support means for bolstering the resiliency of said resilient diaphragm, said supplementary support means being located within said tubular member and adjacent said resilient diaphragm.